



June 22, 2006

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: Bike/Ped Policy – Agenda Item 8

Dear Commissioners:

**Executive Summary**

In response to comments made at the May 25<sup>th</sup> Public Hearing for the Draft 2006 Measure A Transportation Sales Tax Strategic Plan, staff has proposed a number of policy elements for the TAM Board to consider regarding bike/ped path maintenance. Currently, the responsibility for maintaining the existing path systems lies primarily with the jurisdiction in which the path lies. While path systems have been secured by local police and fire departments, the path systems may not be receiving an ideal level of routine maintenance regarding weed control, sweeping of rock and debris, litter pickup, and graffiti removal. As well, longer term maintenance of paths has been largely unaddressed, as higher priority needs for rehabilitating local roads has taken precedence, and funding for either has been historically scarce.

Of the policy elements regarding both long-term and routine maintenance of the path systems in Marin County that the Executive Committee has reviewed to date, they have taken action on one element, which is the future reservation of interest funds for a one-to-one match program for local jurisdictions agreeing to maintain bike/ped facilities. Priority is for funding facilities wholly or in part by TAM Measure A Transportation Sales Tax funds. Other policy elements shall be further discussed by the Executive Committee, by the Marin Public Works Directors, and by the local City Managers prior to action by the TAM Board. These other policy elements are briefly highlighted as follows:

- Conduct a detailed inventory of what is needed to maintain the existing paths, funds needed for resurfacing, and the condition of the bridges. TAM staff through its consultant Alta has estimated this to be approximately \$25,000.
- Include in the TAM budget funds for an adopt-a-path coordinator for one year. Carryover funds exist to fund this effort for next year.
- Consider as a priority for TDA Article 3 funds now programmed by TAM the funding of bike/ped path major maintenance projects.
- Pursue with MTC the flexible usage of regional bike/ped funds we receive from MTC for major maintenance projects.

- Adopt as an element of the Strategic Plan that interest income may be used for up to a 50% match for local jurisdictions for Bike/ped path maintenance. This would be for projects along the North/South Greenway funded, fully or in part, by Measure A funds.

**Recommendation: That the TAM Board adopt the following policy: the TAM Board reserves Measure A interest income, to be allocated annually by the Board for routine bike/ped routine path maintenance of the facilities collectively known as the North-South Greenway. This funding shall be provided in an amount of up to 50% of the cost of routine maintenance, on a reimbursable basis, to local jurisdictions in which the path segment lies. Priority shall be given to path segments constructed wholly or in part with Measure A Transportation Sales Tax funds.**